Newport News Composite Squadron
May 2010 Safety Briefing

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National Safety Council Calendar

May			
	Motorcycle Safety Month	National Highway Traffic Safety Administration	http://www.nhtsa.gov/
5/1	Keep Kids Alive - Drive 25 Day	Keep Kids Alive Drive 25	http://www.keepkidsalivedrive25.org/
5/2-5/8	North American Occupational Safety & Health Week	American Society of Safety Engineers	http://www.naosh.org/english/
5/5	Occupational Safety & Health Professional's Day	American Society of Safety Engineers	http://www.asse.org
5/15-5/21	National Safe Boating Week	National Safe Boating Council	http://www.safeboatingcouncil.org
5/16-5/22	National Dog Bite Prevention Week	Centers for Disease Control & Prevention	http://www.cdc.gov
5/16-5/22	National EMS Week	American College of Emergency Physicians	http://www.acep.org

New Safety Briefing Procedures

All CAP members must participate in a Monthly Safety Briefings in order to participate in CAP meetings, missions or activities. Members who do not complete the Monthly Safety Presentation will not be allowed to participate in CAP activities until such time as the course is complete.

Each CAP member must meet this requirement prior to attending unit meetings, participating in flight or vehicle operations, ES missions, wing-level activities, encampments, National Special Activities, or National Board and NEC Meetings.

This is a monthly requirement which expires at the end of the month following its completion (e.g. a briefing attended or completed on June 15, 2010 will carry currency through to July 31, 2010).

All members ***should*** attend an in-person or live safety briefing at least once per calendar quarter. Quarterly in-person or live safety briefings meet the requirement for the Monthly Safety Briefing in the month they are attended.

Safety Briefing Online

On the left side of eServices. You can see your Safety Briefing Training Record. This section allows members to complete your monthly safety briefings by viewing a PowerPoint/quiz provided by NHQ.

CAPR 62-1 - Due to the educational benefits gained from the interaction during face-to-face meetings, each member ***must*** attend at least one face-to-face meeting per ***calendar quarter***.

Aviation Safety

http://www.4vfr.com/?goto=mountain4&section=mountain

Density Altitude

Effects on the Airplane

There are numerous ways that density altitude affects the airplane. For example, a normally aspirated engine will lose 3% of its power per thousand feet of density altitude increase. Next, as density altitude increases, the wings have less dense air with which to create lift. Since a propeller is an airfoil, it too will be less efficient.

Effects on Performance

All of these factors affect the overall performance of the airplane. At higher density altitudes, takeoff and landing distances are increased, rate of climb and actual service ceiling are decreased, true airspeed is higher for a given indicated airspeed, and turning radius is larger at high altitude at a given indicated airspeed.

To help regain some of the lost takeoff and landing performance at high density altitudes, you should reduce the weight at which you fly the airplane to no more than 90% of maximum gross weight. For a typical light airplane with a maximum gross weight of 3,000 pounds, reducing the loaded weight to no more than 2,700 pounds will regain much of the lost performance. A check of your airplane's performance data should show that takeoff and landing distances, climb rates, and single engine performance for multi-engine aircraft is greatly improved at this reduced weight. Turbocharged aircraft will gain some improvement, but it will be somewhat less than that gained by non-turbocharged aircraft.

Since your true airspeed is higher for a given indicated airspeed, many pilots will respond to the visual cues of higher ground speed on takeoff by rotating at a lower IAS than normal. Instead, you should use the same IAS for takeoffs and landings as you would at seal level (or that the Pilots Operating Handbook specifies). Rotating at too slow an airspeed may cause the airplane to take an even longer ground run than necessary.

Turning radius is proportional to the square of true airspeed. For example, if you increase your TAS by only 10%, your turn radius will increase by 20%. In the pattern this may result in a wider than expected turn to final resulting in overshooting. At high density altitudes, many pilots will fly slightly wider patterns to account for the wider turns.

Higher density altitudes also affect best rate and angle of climb airspeeds. Best rate of climb IAS decreases as altitude increases, while best angle IAS increases slightly. Refer to your airplanes¼s handbook to be sure you are flying the correct airspeeds to get the performance you expect.

http://www.aopa.org/flightplanning/articles/2009/090610altitude.html

Density Altitude: One of summer's challenges

By Ethan Cirmo

Density altitude is something all pilots learn during flight training, but it's likely not something you account for year-round. As the temperature creeps up during the summer months, don't overlook density altitude's effect on your aircraft's performance. If not anticipated, its effects on a flight can be perplexing and detrimental; it can even cause accidents.

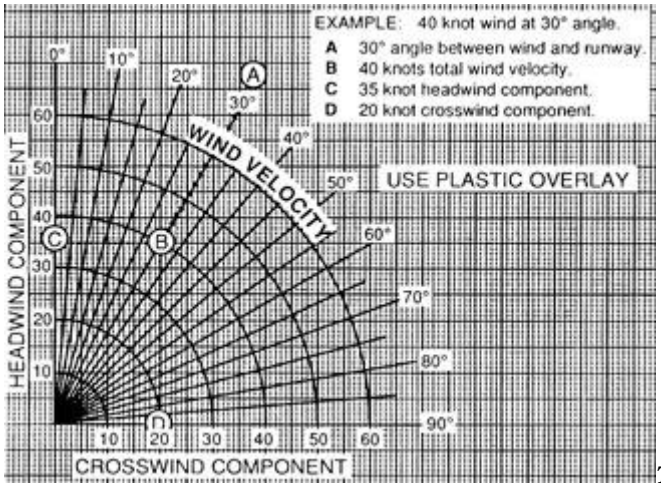
You may remember what your instructor told you: "Density altitude is pressure altitude corrected for nonstandard temperature." Simply put, density altitude is the altitude at which the aircraft feels it is flying. A high density altitude means that the air is less dense than normal, so your aircraft will perform as if you were flying at a higher altitude. On a hot, humid day, the aircraft will accelerate and climb more slowly and will need to move faster to attain the same amount of lift.

To minimize the risks of a high density altitude, fly in the morning or evening when the temperature is cooler, and don't fill the tanks to the brim. A good rule of thumb is to abort your takeoff if you do not have 80 percent of your takeoff speed halfway down the runway. Before flying to a high-elevation airport, know whether your aircraft climbs more efficiently with the first increment of flaps.

More tips for summer flying are available in AOPA's revised subject report on Density Altitude and the AOPA Air Safety Foundation's Summer Weather Safety Hot Spot.

http://flighttraining.aopa.org/students/solo/skills/crosswind.html

Crosswind Landings



This is a crosswind component chart. If you know the wind speed and its angle to the runway, it allows you to determine the headwind and crosswind components for the runway you're planning to use.

Mastering this tricky skill

By Robert N. Rossier

One of the trickiest skills to learn in flying is the fine art of the crosswind landing. More than one pilot has exceeded his personal safety envelope when tangling with a gusty crosswind and found himself (or herself) off the runway and upside down. For those who may be a bit rusty on the technique, here are a few tips, pointers, and reminders.

What's what

The most commonly taught crosswind landing technique is the cross-control, or wing-low landing. The pilot slips the airplane to the runway with just enough cross control to keep the aircraft aligned with the centerline. Remember that the ailerons control the airplane's lateral movement. Use them to counteract the downwind drift caused by the crosswind and put the airplane on the runway centerline. Use the rudder to align the airplane's longitudinal axis with the runway centerline -- keep the nose pointed straight down the runway.

Remember that all control forces will change during the transition from final approach to the end of the roll out. Wind direction and speed often change with altitude, and the control deflections required to maneuver the aircraft will increase as the aircraft's speed decreases. In general, you'll need to increase the aileron and rudder deflection as the aircraft speed decreases. Don't release your control inputs once the wheels are on the runway. The wind still affects the airplane, and you need to use the appropriate control inputs all the way to the tie down.

A good way to practice crosswind landings is by making a series of low approaches to a long runway. For the first few, overfly the runway at approach speed, with perhaps the first notch of flaps. Using the ailerons, practice moving the aircraft from one side of the runway, to the centerline, to the other side of the runway (not too far!), and back to centerline. After a few passes, you should get the aileron control

part down. On the next series of low passes, use the rudder to keep the nose parallel to the centerline as you maneuver the aircraft. Once you've got these basics down, you're ready to practice a full crosswind landing.

Downdrafts, shears, and gusts

Wind gusts, downdrafts, and wind shear often are part of a crosswind landing. These factors require a pilot to adjust his approach path, speed, configuration, and technique. For gusty conditions or wind shear, increase the approach speed by one half the gust factor, or one half the reported airspeed loss due to wind shear. If the wind is 8 gusting 20 knots, the gust factor is 12 knots, and you should add half the gust factor -- 6 knots -- to your normal approach speed. If other pilots report a 10-knot loss of airspeed on final due to wind shear, add half that loss -- 5 knots -- to your approach speed.

If you're landing in turbulent conditions, flying a steeper approach path may be a good idea. Terrain surrounding the runway causes turbulence sometimes, and a steeper approach will help you avoid this mechanical turbulence. Besides, having some extra altitude as you approach the runway can be a life saver if you encounter a downdraft or wind shear.

Finally, consider using less than full flaps when landing in a gusty crosswind. Remember, the headwind component reduces the airplane's ground speed accordingly, so you may not need full flaps to achieve a slow touchdown speed. Also, full flaps can make some aircraft more prone to weathervaning (turning into the wind) or lifting a wing because of a wind gust.

Limits for landing

One factor to consider when making a crosswind landing is the airplane's demonstrated crosswind capability, which is published in the pilots operating handbook (POH). Not a true "limitation" in the vein of VNE, for example, an airplane's demonstrated crosswind capability is the limit to which the manufacturer's test pilot flew the aircraft during the certification process. It is, however, a good, practical limit.

To calculate a crosswind component, you must know the wind direction, speed, and runway heading. Using a crosswind component chart (above), follow the radial line that represents the angle between the wind direction and runway heading. Intersect the circular ring representing the wind speed, then follow a vertical line down to get the crosswind component.

You should keep a crosswind component chart in the airplane or your flight bag, but if the chart isn't handy, here are some rough gauges. If the wind is 30 degrees off the nose, the crosswind component is half the total wind speed. If the wind is 50 degrees off, the crosswind component is roughly 75 percent of the wind speed. For 70 degrees, the crosswind component is about 90 percent of the wind speed.

In a pinch

When the crosswind exceeds your personal limits or the aircraft limits, your best option is to divert to an airport where the wind is more favorable. If this isn't an option and you have to land in a strong crosswind, remember that you don't have to land on the runway centerline. By slightly angling the aircraft across the runway, you can effectively reduce the crosswind component. However, this is not a technique for the new pilot.

Unfortunately, crosswinds are a fact of life. By understanding the principles of crosswind landings and practicing the techniques, we can improve our odds of successfully accomplishing this sometimes ticklish task.

Driving Safety

http://trafficsafetymarketing.gov/motorcycles/ShareTheRoad/index.cfm

MOTORCYCLE SAFETY AWARENESS MONTH
FACT SHEET

Overview
Recent data indicates that deaths and injuries attributable to motorcycle crashes are becoming a larger portion of a grave public health problem. Motorcycle crash-related fatalities have been increasing since 1997, while injuries have been increasing since 1999.

Now that the warmer weather is around the corner and motorcyclists are out in force throughout the country,motorists and other road users are reminded to look out for and "share the road" with motorcycle riders, while motorcycle riders are reminded to follow the rules of the road and wear safety helmets and other protective gear that will increase their visibility. ALL road users are reminded to never drive, ride, bike or walk while distracted. By increasing safe riding and cooperation between all motorists and motorcyclists, we can reduce the number of fatalities and injuries on our nation's highways.

Mission
Motorcycle Safety Awareness Month is a national initiative aimed at getting motorists and other road users and motorcyclists to "share the road" with each other.

Share the Road Model Language
The National Highway Traffic Safety Administration has developed model "Share the Road" language by reviewing material used by motorcycle safety agencies and national organizations that have a vested interest in motorcycle safety. NHTSA identified the common themes and language from this material that serve to effectively convey the importance of sharing the road safely with motorcyclists.

We encourage local, State, and national organizations to use the following model "Share the Road" language in their motorist awareness programs:

- Road users are reminded to never drive, bike or walk while distracted. Doing so can result in tragic consequences for motorcyclists.

- A motorcycle has the same rights and privileges as any other vehicle on the roadway.

- Allow the motorcyclist a full lane width. Although it may seem there is enough room in the traffic lane for an automobile and a motorcycle, remember the motorcycle needs the room to maneuver safely. Do not share the lane.

- Motorcycles are small and may be difficult to see. A motorcycle has a much smaller profile than a vehicle, which can make it more difficult to judge the speed and distance of an approaching motorcycle.

- Always signal your intentions before changing lanes or merging with traffic. This allows the motorcyclist to anticipate traffic flow and find a safe lane position.

- Remember that a motorcyclist can be hidden in a vehicle's blind spot or missed in a quick look due to its smaller size. Always make a visual check for motorcycles by checking mirrors and blind spots before entering or leaving a lane of traffic and at intersections.

- Don't be fooled by a flashing turn signal on a motorcycle – motorcycle signals may not be self-canceling and riders sometimes forget to turn them off. Wait to be sure the motorcycle is going to turn before you proceed.

- Remember that road conditions that are minor annoyances to motorists can pose major hazards to motorcyclists. Motorcycle riders may change speed or adjust position within a lane suddenly in reaction to road and traffic conditions such as potholes, gravel, wet or slippery surfaces, pavement seams, railroad crossings, and grooved pavement.

- Allow more following distance -- three or four seconds -- following a motorcycle so the motorcycle rider has enough time to maneuver or stop in an emergency. In dry conditions, motorcycles can stop more quickly than cars.

Motorcyclist Deaths Are Rising

In 2008 motorcyclist fatalities increased for the 11th straight year.

During 2008, 5,290 motorcyclists lost their lives in fatal highway crashes.

Nearly 50 percent of all motorcycles involved in fatal crashes collided with other types of motor vehicles in transport. In two-vehicle crashes, 77 percent of the motorcycles involved were struck in the front. Only 7 percent were struck in the rear.

Over 90 percent of all fatal two-vehicle crashes involving a motorcycle and a passenger vehicle occurred on non-interstate roadways.

Approximately 50 percent of all fatal two-vehicle crashes involving a motorcycle and a passenger vehicle were intersection crashes.

In 2008, there were 2,387 two-vehicle fatal crashes involving a motorcycle and another type of vehicle. In 41 percent of these crashes, the other vehicle was turning left while the motorcycle was going straight, passing, or overtaking the vehicle. Both vehicles were going straight in 28 percent of the crashes.

http://www.dailypress.com/

CRIME & LEGAL ISSUES NOTEBOOK

Virginia's motorcycle deaths increase compared to 2009

Nineteen motorcycle riders have died in Virginia so far this year — a 27 percent increase compared to the same time in 2009, according to the Virginia Department of Motor Vehicles.

Ashley Kelly and Peter Dujardin

Four people have died in Hampton Roads motorcycle crashes so far in 2010, according to Melanie Stokes, a spokeswoman for the DMV. The fatalities occurred in Isle of Wight, James City County, Suffolk and Virginia Beach.

Motorcyclist Garlon Turner Sr., 60, was killed April 18 while riding on the James River Bridge. According to state police, Turner was riding his 2007 Harley-Davidson when he was toppled by a gust of wind.

The DMV encourages riders to use great caution when traveling over bridges or overpasses.

To increase awareness about motorcycle safety and sharing the road with motorcycles, the DMV's Virginia Highway Safety Office is joining with federal, state and local highway safety, law enforcement and motorcycle organizations in promoting May as Motorcycle Safety Awareness Month, according to a news release.

Four of the 19 motorcycle deaths occurred last weekend, and none was caused by another vehicle, Stokes said.

In 2009, 71 motorcyclists were killed and 1,938 were injured in Virginia, according to the DMV.

The top three reasons for motorcycle crashes in 2009 were speeding, following too closely and trying to avoid other vehicles.

http://www.keepkidsalivedrive25.org/

Did You Know?

- Most drivers speeding on your street live in your neighborhood.
- Speeding in neighborhoods is a primary concern of citizens throughout the U.S.
- It is not unusual for speeders to be clocked in excess of 40 mph *(and even 50 mph)* in a 25 mph zone.
- 41,059 people - daughters, sons, brothers, sisters, mothers, fathers, friends - died on America's roadways in 2007. That's an average of 112 deaths per day each and every day of the year. *(NHTSA, 2008)*
- The death rate per 100 million miles traveled on residential streets is over twice the rate on highways. *(NHTSA - 2004)*
- More than 1,200 people die every month as a result of speeding-related crashes. *(NHTSA, 2007)*
- Speeding Triples the Odds of Crashing. *(AAA Foundation for Traffic Safety - 2006)*
- Crash rates increase faster with an increase in speed on minor roads (which include residential streets) than on major roads (highways). *(Insurance Institute for Highway Safety, 2004)*
- The first completed pre/post study citing effectiveness of *Keep Kids Alive* Drive 25® yard signs in Oceanside, CA demonstrated a 16% decrease in average speed.
- After applying *Keep Kids Alive* Drive 25® decals to all trash cans, an Oro Valley, Arizona neighborhood of 1000 homes reduced average speed from 29 mph to less than 25 mph, a 13.4% decrease.
- A pedestrian hit by a vehicle in a 30 mph zone is 3 times more likely to die than one hit in a 25 mph zone. *(General Estimates Database on Police Reported Accidents - 1999)*

To support the work of *Keep Kids Alive* Drive 25®

please send your tax-deductible donation to:
Keep Kids Alive Drive 25®
12418 C Street • Omaha, NE 68144

You can also donate on-line at:
www.KeepKidsAliveDrive25.org

Thank you for your support!

Thanks to our partners in traffic safety!

Ford Driving Skills For Life
Ford GHSA
www.DrivingSkillsForLife.com

GEICO

KEEP KIDS ALIVE DRIVE 25

A non-profit organization 501(c)(3)

Keep Kids Alive Drive 25®
P.O. Box 45563 • Omaha, NE 68145
Phone/FAX (402) 334-1391
Email: kkad25@kkad25.org

Learn more about *Keep Kids Alive* Drive 25® and related initiatives: Be Aware! Drive with Care™, Check Your Speed®/No Need To Speed®, Stop! Take 3 To See®, Stop Means Stop®, and Seat Belts-*FASTENATING!*® by visiting

www.KeepKidsAliveDrive25.org

It's About Kids!
It's About Safety!
It's About Caring!
It's About Time!®

What is Keep Kids Alive Drive 25®?

"***Keep Kids Alive*** **Drive 25®** is a safety campaign targeting observance of the residential speed limit. In most towns and cities throughout the U.S. the residential speed limit is 25 mph. Thus the slogan, "***Keep Kids Alive*** **Drive 25®**".

The mission of ***Keep Kids Alive*** **Drive 25®** is to educate and actively engage citizens throughout the United States in a common commitment to create safer streets in neighborhoods, and beyond, for the benefit of all. This includes pedestrians, cyclists, children-at-play, motorists and their passengers. We work with and through neighborhood groups, law enforcement, public health agencies, schools, city/county/state government, public works, businesses, safety organizations, and any and all civic organizations committed to creating safe roadways. To date we are working with hundreds of communities representing almost every state.

Keep Kids Alive **Drive 25®** is a 501(c)(3) organization that can receive tax-deductible donations to support our mission. Please visit www.KeepKidsAliveDrive25.org to learn more about how you, your business, or affiliated foundation can contribute."

YOU can make a difference!

- Slow down. Make sure you observe the 25-mph speed limit in residential neighborhoods.
- Talk with your neighbors about watching out for all the kids in the neighborhood.
- Set ground rules with your child/children about safe places to play in your neighborhood. Avoid playing in the street.
- Post a ***Keep Kids Alive*** **Drive 25®** sign in your yard.
- Ask local law enforcement to conduct a speed study to gauge the extent of the speeding problem in your neighborhood.
- Display a ***Keep Kids Alive*** **Drive 25®** magnet, decal or bumper sticker on your business or personal vehicle.
- **Stop! Take 3 To See®** every time you approach a Stop Sign.
- Buckle up every one, every trip, every time. Remember, **Seat Belts-*FASTENATING!®***

How to start a community-wide campaign...

- Log on to **www.KeepKidsAliveDrive25.org** to check in on ideas for developing your campaign.
- Contact local law enforcement, city council or county commission about initiating a community-wide campaign.
- Mobilize your neighborhood association, watch group, or citizen patrol to initiate ***Keep Kids Alive*** **Drive 25®** as a neighborhood response to traffic safety.
- Invite schools, health care organizations, safety councils, driver's education programs, and businesses to help develop and support a local campaign.
- Call or e-mail Tom Everson, founder of ***Keep Kids Alive*** **Drive 25®,** for information about on-site consultation along with the latest ideas about how to develop your local campaign. **402-334-1391** or **kkad25@kkad25.org**

Personal Safety

NSC - National Safe Boating Week

http://www.dgif.virginia.gov/boating/safe.asp

Wearing a Life Jacket is a Life Saver

Whether you're on the water to just boat or to boat and fish, the single most important message that we can relay to you is that wearing a life jacket is a lifesaver. Each year about 80% of our boating fatalities in Virginia likely would have been prevented if the individuals had been wearing their life jackets. Recent advances in the design of life jackets, especially the inflatables that are lightweight and comfortable and can be worn around the waist, make wearing this critical piece of safety equipment easy.

Alcohol & Boating Don't Mix!

The second message is: do not mix alcohol and boating. But if you allow the use of alcohol on your boat, always make sure you have someone designated as your non-drinking operator. Contrary to popular belief, most boaters do not take alcohol with them. A recent survey suggests that nearly three out of every four boaters would rather spend the day on the water without the worry of alcohol. This is good news!

Virginia Boating Safety Education Requirement

In 2007, the Virginia General Assembly enacted a law to establish a boating safety education compliance requirement. This requirement does not apply to law enforcement officers while engaged in their official duties. The requirement for boating safety education is phased-in over several years and applies to all Personal Watercraft (PWC)***** operators and operators of boats with motors of 10hp and greater according to the following schedule:

1. PWC operators between the ages of 16 and 20 years of age or younger shall meet the requirements by July 1, 2009, operators ages 14 or 15 may operate a PWC if they have successfully completed an approved boating education safety course;
2. PWC operators 35 years of age or younger shall meet the requirements by July 1, 2010;

NSC - National Dog Bite Prevention Week

http://www.cdc.gov/HomeandRecreationalSafety/Dog-Bites/dogbite-factsheet.html

Dog Bite: Fact Sheet

Overview

Man and woman's best friend bites more than 4.7 million people a year, and key experts believe that public education can help prevent these bites. The third full week of May is National Dog Bite Prevention Week, and the American Veterinary Medical Association (AVMA), the United States Postal Service, and the Centers for Disease Control and Prevention are each working to educate Americans about dog bite prevention.

Learn about Rabies: What it is and what you can do about it

Each year, 800,000 Americans seek medical attention for dog bites; half of these are children. Of those injured, 386,000 require treatment in an emergency department and about 16 die. The rate of dog bite-related injuries is highest for children ages 5 to 9 years, and the rate decreases as children age. Almost two thirds of injuries among children ages four years and younger are to the head or neck region. Injury rates in children are significantly higher for boys than for girls. (See CDC MMWR article.)

CDC is committed to reducing this public health problem by working with state health departments to establish dog bite prevention programs and by tracking and reporting trends on U.S. dog bite injuries. Dog bites are a largely preventable public health problem, and adults and children can learn to reduce their chances of being bitten.

Things to Consider Before You Get a Dog

- Consult with a professional (e.g., veterinarian, animal behaviorist, or responsible breeder) to learn about suitable breeds of dogs for your household.
- Dogs with histories of aggression are inappropriate in households with children.
- Be sensitive to cues that a child is fearful or apprehensive about a dog and, if so, delay acquiring a dog.
- Spend time with a dog before buying or adopting it. Use caution when bringing a dog into the home of an infant or toddler. Spay/neuter virtually all dogs (this frequently reduces aggressive tendencies).
- Never leave infants or young children alone with any dog.
- Do not play aggressive games with your dog (e.g., wrestling).

- Properly socialize and train any dog entering the household. Teach the dog submissive behaviors (e.g., rolling over to expose abdomen and relinquishing food without growling).
- Immediately seek professional advice (e.g., from veterinarians, animal behaviorists, or responsible breeders) if the dog develops aggressive or undesirable behaviors.

Preventing Dog Bites

Teach children basic safety around dogs and review regularly:

- Do not approach an unfamiliar dog.
- Do not run from a dog and scream.
- Remain motionless (e.g., "be still like a tree") when approached by an unfamiliar dog.
- If knocked over by a dog, roll into a ball and lie still (e.g., "be still like a log").
- Do not play with a dog unless supervised by an adult.
- Immediately report stray dogs or dogs displaying unusual behavior to an adult.
- Avoid direct eye contact with a dog.
- Do not disturb a dog who is sleeping, eating, or caring for puppies.
- Do not pet a dog without allowing it to see and sniff you first.
- If bitten, immediately report the bite to an adult.

A CDC study on fatal dog bites lists the breeds involved in fatal attacks over 20 years (Breeds of dogs involved in fatal human attacks in the United States between 1979 and 1998). It does not identify specific breeds that are most likely to bite or kill, and thus is not appropriate for policy-making decisions related to the topic. Each year, 4.7 million Americans are bitten by dogs. These bites result in approximately 16 fatalities; about 0.0002 percent of the total number of people bitten. These relatively few fatalities offer the only available information about breeds involved in dog bites. There is currently no accurate way to identify the number of dogs of a particular breed, and consequently no measure to determine which breeds are more likely to bite or kill.

Many practical alternatives to breed-specific policies exist and hold promise for preventing dog bites. For prevention ideas and model policies for control of dangerous dogs, please see the American Veterinary Medical Association (AVMA) Task Force on Canine Aggression and Human-Canine Interactions: A community approach to dog bite prevention. *

Risk Management

www.flyingmag.com

FLYING SAFELY

On the Record

MAY 2010

The following are excerpts of official NTSB summaries of general aviation accidents in the continental United States.

Piper PA-23-160

Shelbyville, Indiana

INJURIES: 1 Uninjured

The airplane had not been flown for four years. It was on the second leg of a ferry flight when the left engine failed. The pilot made a forced landing to a plowed field, during which the wings and bottom fuselage sustained substantial damage. Prior to the accident flight, the pilot told the airport manager that he could not get all of the water out of the fuel system and that he was sure that more water would be found during sumping, due to sloshing during the flight from the previous airport. The pilot stated that no contamination was found during the preflight. An examination of the airplane showed water in the fuel. No other anomalies were found with the airplane.

> PROBABLE CAUSE(S): The loss of engine power during cruise flight due to fuel contamination. Also causal was the pilot's decision to conduct the flight with known contaminants in the fuel.

Reimus Sonex FR1

Paso Robles, California

INJURIES: 1 Serious

During cruise flight the engine of the experimental amateur-built airplane began to run rough and then lose all power. The pilot/builder then performed a forced landing in a vineyard. During the landing sequence, the airplane struck a trellis and sustained substantial damage to the firewall and right wing. Post-accident examination of the engine revealed that the valve clearance for three of the cylinder head rocker arms was beyond adjustment tolerances; additionally, one of the push rods was loose within the cylinder head and did not make contact with its associated rocker arm. The pilot performed maintenance about 24 flight hours prior to the accident flight, which included adjusting the rocker arm valve clearance. The pilot noted in the engine logbook that the valves were gapped at the manufacturer's recommended setting. The pilot was not aware of the engine manufacturer's requirement to apply a specific torque to the valve rocker adjustment nuts during adjustment, and as such, did not tighten the nuts to the recommended torque level.

> PROBABLE CAUSE(S): A total loss of engine power during cruise flight due to the pilot/builder's failure to follow the engine manufacturer's maintenance instructions and apply the correct torque to the rocker arm nuts during maintenance.

Cessna 150L

Brunswick, Georgia

INJURIES: 1 Uninjured

The student pilot stated that he was conducting a solo flight to practice landings and remained in the traffic pattern for Runway 22. Prior to his initial takeoff, he obtained a weather report that specified a wind speed of 8 knots. After two touch-and-goes, he obtained another weather advisory, which reported the wind from 270 degrees at 17 knots, gusting to 25 knots. He set up for his third landing, making his approach at 85 knots to account for the gust factor. After touching down at approximately 55 knots, a gust of wind lifted the airplane 10 to 15 feet in the air. It then stalled, and the recovery was not successful from that low of an altitude. The airplane contacted the runway in a nose-low attitude, damaging the firewall and propeller and collapsing the nose landing gear. The student pilot's logbook was endorsed for solo flight with the limitation that flights be conducted in crosswind conditions not to exceed 10 knots.

> PROBABLE CAUSE(S): The student pilot's failure to maintain aircraft control while landing in gusting crosswinds.